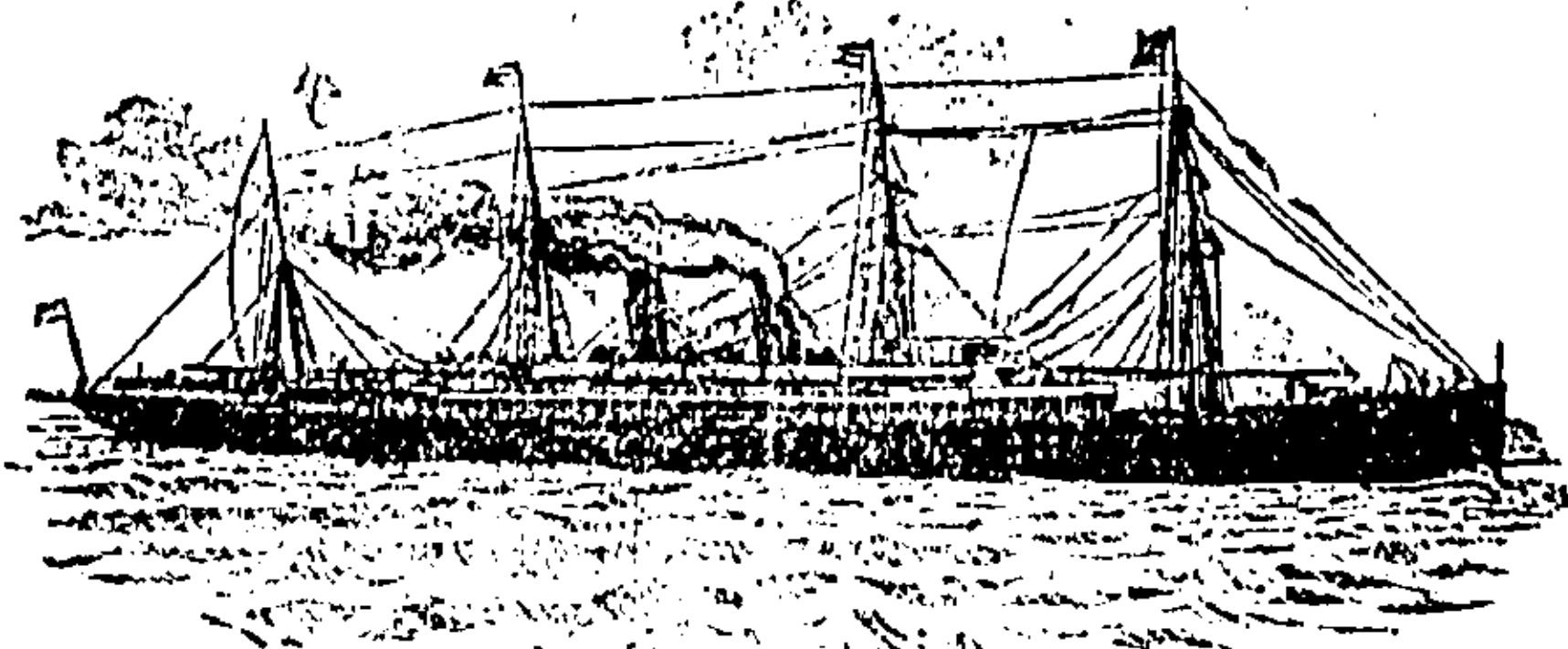






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

MAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons	SATURDAY, 19th March, at Daylight.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DOBIC"	4,781 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	SATURDAY, 7th May, at Noon.
"KOREA"	11,276 "	TUESDAY, 24th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-19th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th March at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

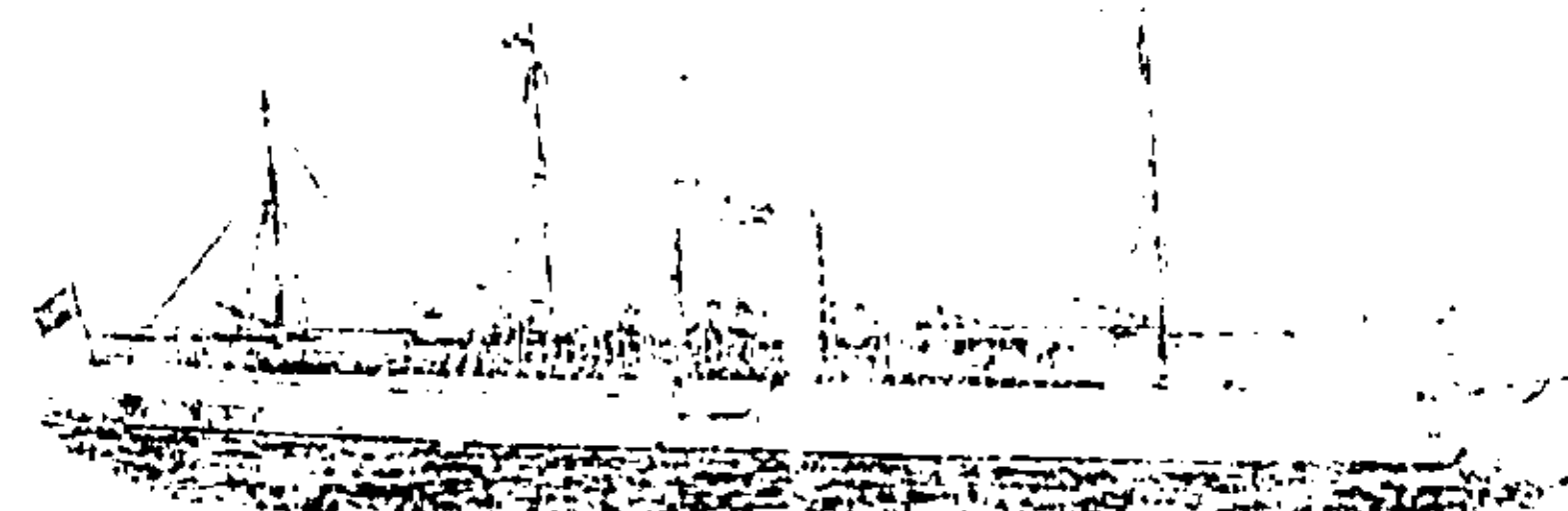
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 10th March, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed to Kilo. PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).  
R.M.S. "EMPRESS OF CHINA" 6,000 Tons WEDNESDAY, 23rd March.  
"ATHENIAN" 3,881 " WEDNESDAY, 6th April.  
"EMPRESS OF INDIA" 6,000 " WEDNESDAY, 20th April.  
"TARTAR" 4,125 " WEDNESDAY, 4th May.  
"EMPRESS OF JAPAN" 6,000 " WEDNESDAY, 4th May.

Hongkong to London, 1st Class, via St. Lawrence Lbs. via New York Lbs.  
Hongkong to London, Intermediate or Steamer, and 1st Class Rail Lbs.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 9th March, 1904.

D. E. BROWN, General Agent,  
9, Fiddler's Street.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates in ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SAMBIA.	HAVRE and HAMBURG.	21st March.	Freight.
Lüning.	(Calling at SINGAPORE and PENANG.)		
ADRIAN.	HAVRE and HAMBURG.	3rd April.	Freight.
Filler.	(Calling at SINGAPORE and COLOMBO.)		
BRISGAVIA.	HAMBURG.	10th April.	Freight.
Schulke.	(Calling at SINGAPORE and COLOMBO.)		
SUEVIA.	HAVRE and HAMBURG.	19th April.	Freight.
Dorch.	(Calling at SINGAPORE and PENANG.)		
ARTEMISIA.	HAVRE and HAMBURG.	3rd May.	Freight.
Gronmeyer.	(Calling at SINGAPORE and COLOMBO.)		
MARBURG.	HAVRE and HAMBURG.	17th May.	Freight.
Stern.	(Calling at SINGAPORE and PENANG.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 14th March, 1904.

GO TO THE  
KOWLOON HOTEL,  
KOWLOON.

33

J. W. OSBORNE,  
Proprietor and Manager.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HUNAM"	2,361 tons	Captain H. J. Jones.
"PO-YAN"	2,138 "	G. F. Morrison, R.N.R.
"TAI-SHAN"	2,490 "	A. W. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,863 "	J. J. Lassus.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNG-SHAN"	1,998 tons	Captain W. E. Clarke.
-------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M. Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNG-SHAN"	219 tons	Captain T. Hamlin.
------------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	567 "	C. Butchart.
"TAK HING"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

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## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL  
ATTENTION.FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.ORIENTAL  
COSTUMES AND  
FANCY DRAPIERIES  
FURNISHED.WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

## LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

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GREEN ISLAND CEMENT COMPANY, LIMITED.  
CAMPBELL, MOORE AND COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.  
In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,  
AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HART  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS' STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES.

Hongkong, 15th December, 1903.

THE PUBLIC are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.,  
Hongkong, 30th September, 1903.

NOTICE.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.  
Price \$1.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.  
Sole Agents—  
SIEMSEN & CO.,  
Hongkong, 10th January, 1904.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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CHINA SUGAR REFINING COMPANY,  
LIMITED.

## NOTICE.

THE TWENTY-SIXTH ORDINARY  
ANNUAL MEETING OF SHARE-  
HOLDERS OF THE COMPANY will be held at  
the Offices of the General Agents, Peddars  
Street, on THURSDAY, the 14th March, at  
12.30 P.M., for the purpose of receiving the  
Report and Statement of Accounts for the year  
ending 31st December, 1903.

The TRANSFER BOOKS of the Company  
will be CLOSED from 11th to 24th March,  
both days inclusive.

JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, 7th March, 1904.

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LUZON SUGAR REFINING COMPANY,  
LIMITED.

THE TWENTY-SECOND ORDINARY  
ANNUAL MEETING OF THE SHARE-  
HOLDERS OF THE COMPANY will be held at  
the Offices of the General Agents, Peddars  
Street, on THURSDAY, the 14th March, at  
12.30 P.M., for the purpose of receiving the  
Report and Statement of Accounts to 31st  
December, 1903.

The TRANSFER BOOKS of the Company  
will be CLOSED from 11th to 24th March, both  
days inclusive.

JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, 5th March, 1904.

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BY kind permission of Gentlemen present  
at the  
BATTLE OF CHEMULPO,  
Mr. A-FONG,  
the well-known local Photographer,  
HAS ON SALE  
the best collection of War Pictures in the Colony.

No. 4, Ice House Road.  
Hongkong, 14th March, 1904.

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## ENGLISH LESSONS.

A YOUNG LADY, with previous experi-  
ence, desires a few pupils to TEACH  
ENGLISH, either privately or by appointment.  
Terms can be had on application to  
"R."

C/o Hongkong Telegraph.  
Hongkong, 12th March, 1904.

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## WANTED.

ASSISTANT MASTER in recently opened  
School (for EUROPEAN CHILDREN)  
in JAPAN. Apply with full credentials to  
"Preceptor," care of this paper.  
11th March, 1904.

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## WANTED.

A SECRETARY FOR THE MERCANTILE  
MARINE OFFICERS ASSOCIATION. Salary  
\$180 per Month, Free House, Light, Coal and  
Medical Attendance.  
Applications to be Addressed  
PRESIDENT, MERCANTILE MARINE  
OFFICERS ASSOCIATION.  
Shanghai, 1st March, 1904.

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## WANTED.

POSITION as NURSE or TRAVELLING  
COMPANION to Lady or Children.  
Return Passage required, if Travelling.  
Apply to—  
No. 267,  
C/o The H.K. Telegraph Office.  
Hongkong, 18th February, 1904.

[127]

## WANTED.

GOOD CLERK Wanted, European or  
other.  
Apply to—  
ROBINSON PIANO CO., LTD.  
Hongkong, 10th February, 1904.

[247]

## WANTED.

SITUATION by a YOUNG EUROPEAN  
with Bank Experience, and a Good  
Knowledge of English, French and Spanish  
Languages.  
Apply to—  
"X.Y.Z."  
C/o This Paper.  
Hongkong, 1st February, 1904.

[200]

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY  
GENERAL MEETING OF SHARE-  
HOLDERS in the above Company, will be  
held at the Company's Office, No. 14, Des  
Vœux Road, Victoria, on SATURDAY, the  
19th March, 1904, at 11 A.M., for the purpose  
of receiving a Statement of Accounts and the  
Report of the General Managers for the year  
ending 31st December, 1903.

The TRANSFER BOOKS of the Company  
will be CLOSED from Wednesday, the 16th  
March, to Saturday, the 19th March, both days  
inclusive.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 5th March, 1904.

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THE CHINA BORNEO COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY  
MEETING OF SHAREHOLDERS of  
the above Company will be held at the Office  
of the Company, No. 4, Queen's Buildings, on  
SATURDAY, the 19th March, 1904, at 12  
o'clock Noon, to receive a Statement of Accounts  
to the 31st December, 1903, and the Report of  
the General Manager and Consulting Com-  
mittee and to elect a Consulting Committee  
and Auditor.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 5th to the 19th  
March, both days inclusive.

J. WHEELLEY,  
General Manager.  
Hongkong, 3rd March, 1904.

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HONGKONG HOTEL COMPANY,  
LIMITED.

## NOTICE.

THE ORDINARY HALF-YEARLY  
MEETING OF SHAREHOLDERS  
will be held at the Company's Hotel on  
SATURDAY, the 19th March, 1904, at Noon,  
for the purpose of receiving a Statement of  
Accounts of the Company to the 31st December,  
1903, with the Report of the Directors, and to  
discuss any matter that may be competently  
brought before the meeting.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 13th to the 19th  
March, both days inclusive.

By Order of the Board,  
C. MOONEY,  
Secretary.

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THE CHINESE INSURANCE COMPANY,  
LIMITED.

## (IN LIQUIDATION).

NOTICE is hereby given that a GENERAL  
MEETING of the above-named Com-  
pany will be held at the Office of the Hon.  
P. CHATER, C.M.G., Victoria Buildings,  
Queen's Road, at 3 o'clock in the afternoon on  
SATURDAY, the 26th day of March, when the  
Liquidator will lay before the Shareholders a  
Final Report together with the Statement of  
Accounts to 31st December, 1903, and the  
following Resolution will be proposed, viz.—

To those Shareholders who make a written  
application to the Liquidator, Mr. J. Gos-  
mann, on or before the 2nd day of April,  
1904, \$1 (Dollar One), or a fraction of  
same, will be returned per Share, and any  
Balance remaining after payment of  
Auditor's Fee, Printing and Petty Ex-  
penses is to be transferred to the credit of  
the Liquidator.

The Books of the Company are to remain in  
safe custody with Messrs. Melchers & Co.,  
and to be destroyed after two years from  
date.

J. GOOSMANN,  
Liquidator.  
Hongkong, 10th March, 1904.

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HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that,  
on and after This Date, they can obtain  
SCRIP CERTIFICATES FOR SHARES of the  
NEW ISSUE in EXCHANGE for HONG-  
KONG AND SHANGHAI BANK RECEIPTS, on  
Application at the REGISTERED OFFICES of  
the Company, Nos. 38 and 40, Queen's Road  
Central.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 15th February, 1904.

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## THE FIGHTING AT CHEMULPO.

Through the courtesy of Mrs. Moore we are allowed to give our readers the benefit of the following graphic account of the fighting at Chemulpo, as seen and reported by her husband, Bishop Moore, for whose safety it will be remembered, grave fears were entertained at the outset of the war.

I left Shanghai early Saturday morning on the 6th February, in the *Sungari*, one of the Russian line plying between that city and Port Arthur. War was imminent. Disquieting rumours were flying. Minister Allen, of Corea, had directed our mission, to cable not to sail. But this increased my desire to go, especially as I had a conference to hold in Seoul this month, and the longer I delayed the poorer the chances of getting over. Brigadier-General Henry T. Allen, commander of our native scouts and constabulary in the Philippines, was the only other passenger—a most informing, capable and delightful gentleman, a typical high-minded Kentuckian. As he spoke Russian we managed to get on very well with the Russian officers and crew. They were alert and uneasy; the young Captain not sleeping a wink the last night out. But we saw nothing until entering Chemulpo harbour, where we cast anchor Monday morning, 8th February, at 8.30, near two fine Russian cruisers, the *Varyag* and *Korieta*.

Little did we think that the next day all these would be at the bottom of the sea. Not a Japanese war-ship was in the harbour for its sight. Our *Vicksburg*, the British *Talbot*, the French *Pascal*, and an Italian and a Korean cruiser were anchored not far away. Nothing unusual occurred until about 4 p.m., when a long line of Japanese cruisers, torpedo-boats, and three transports, twelve in all, steamed in and anchored. It was dark before the troops began to disembark—some 3,000 hardly-looking fellows, equipped for active service. Chemulpo has a large Japanese population, which turned out en masse to welcome the soldiery, who by previous arrangement were quartered in the Japanese house. A noble address was sent out by the Japanese authorities, calling upon all Japanese to conduct themselves with the utmost propriety towards Koreans and all foreigners, since Japan in this struggle is on trial before the civilised world. The soldiers landed, the fleet withdrew some six miles, beyond an island, and formed across the narrow channel by which alone heavy-draft ships can pass in or out. There were six ships in line and eight torpedo-boats. Besides these a second line was removed.

Tuesday, the 9th, was a lovely day, albeit the sea-view was hazy. Like a shock ran through the city the report that the Japanese Consul had notified the Russians that, if they did not sail out by noon, they would be attacked in the harbour at 4 p.m. Soon after the following official order was made public:—

"Japanese Consul, Chemulpo, 9th February, 1904.  
SIR,—I have the honour to notify that Rear-Admiral S. Uriu, commanding a squadron of the Imperial Japanese navy, who is at present in Chemulpo roadstead with the force under his command, requests me to notify you that as hostilities exist between the government of Japan and the government of Russia, he shall be obliged to attack the men-of-war of Russia stationed at present in the port of Chemulpo with the force under his command, in case of the refusal of the Russian senior naval officer present to leave the port of Chemulpo before noon of the 9th of February, 1904.  
I have the honour to be, Sir,  
Your obedient servant,  
(Signed) MOTOSHIO KATO,  
His Imperial Majesty's Consul."

It was further understood that, in the event of non-compliance, the attack in the harbour would be at four o'clock in the afternoon. The Russians decided to go out, and stripped their ships for action. The sea was strewn with everything wooden, from top mast to sky-light, everything which would splinter. Sand-bags were piled up against and above the sides on deck. Every gun and every torpedo-tube was shotted; and shortly before noon they steamed out, cheered by the other battleships as they passed—

"Into the jaws of Death,  
Into the mouth of Hell!"

Our mission compound commands a fine view of the harbour and roadstead, and to the left and further seaward a still better view is secured. As the ships disappeared in the haze our hearts stood still with almost agonising suspense. Then came the roar of two shots across their bows. Then, refusing to lay to, they opened their batteries, and were opened upon by the concentrated fire of the Japanese. Fifteen minutes, we thought would suffice to end the unequal combat; but earth and sea shook under the awful thunder of the guns thirty minutes, forty minutes, fifty-two minutes; and unable to break through, scorning to surrender, the Russians swung round and steamed back to their anchorage, with their flags still flying. Sure of their prey, and presumably unwilling to fight unnecessarily in the harbour, the Japanese did not pursue but resumed their station in the roadstead, completely blockading the only channel. The four-funnelled, Cramp-built cruiser was evidently badly wounded and listed to port. The *Korieta*, the smaller of the two, was apparently uninjured. But we hastened to row out in a sampan to inspect for ourselves. We saw no scars or wounds on the *Korieta*, though the sailors were putting fresh paint on her hull here and there, as if to conceal scars, and the officer directing had his head bandaged. General Allen asked in Russian how they fared. The commander replied that they had no chance, and that at four the ship would go up. But the *Varyag* was evidently sinking. She was mortally wounded amidships, and had a huge rent in her upper works. Two of her funnels were riddled and her bridge a mass of twisted iron.

A Lieutenant was on the bridge signalling orders to the *Korieta* when the shell exploded. He was blown into fragments and overboard—

all but his right arm and hand, which remained grasping the flag.

The boats of the other warship were removing her men to the security of her own decks. The wounded were being taken on board the French and English ships—a hundred, more dead than alive. It was pathetic the tenderness and veneration with which they handed down the Tsar's portrait. Our ship alone gave no sanctuary, though her life-boats helped remove the men.

We hailed the First Officer of the *Sungari* the ship we landed from the day before. He indicated that all was lost, and shortly after we saw the men dash below as if to scuttle her. Now the men are hastening to leave the *Korieta*. We are within a few yards of her last two boats as they put off. It is twenty minutes to four, and we recall her Captain's words and hasten our rowers. There is an island, surrounded by a revolving light, six hundred yards away. We land climb to the summit. The hands of the watch denote four. Instantly a terrific explosion in the stern, and almost simultaneously another forward, sent the *Korieta* to its doom—two malignant volumes of smoke and debris leaped writhing and twisting upward, clinching an struggling as though two monsters in mortal combat. And as their black bodies pulled apart a moment, the sinking sun, fearful with filmy haze, shone through. And list through the blackness of darkness and the rain of falling fragments of their ruined ship came stately, and solemn, and grand from the French ship, where they had asylum, her crew's majestic chant of the Russian national hymn, at once their new oath of allegiance to the White Star and their requiem over their lost ship.

The smoke-stack, her gleaming prow, and portions of her steel frame show where the *Korieta* met her fate.

Now a fierce fire rages in the bunkers of the *Varyag*; more and more she lists to port. She has outlived the sun, but at six o'clock, with one great shudder, like a huge leviathan, she turns on her side and dies.

Only the *Sungari* remains, so recently our home. She sinks all too slowly. A boat puts off to her from the French cruiser, and soon her beautiful upper works are a roaring furnace of flame. All night she burns and glows; and dies with the morning light.—V. C. D. News

## Auctions.



## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction, to be held on MONDAY, the 15th day of March, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN Foreshore and Sea Bed at North Point in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Content in Square Feet	Annual Rent	Upset Price
1	North Point 400 444 522 445 701 532 5,078 70,400			

Hongkong, 14th March, 1904. [373]

## PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE, MR. GEO. P. LAMMERT will sell by PUBLIC AUCTION, ON MONDAY, the 21st day of March, 1904, at 3 o'clock P.M., at his SALES ROOM, DUDELL STREET, THE VERY VALUABLE LEASEHOLD PROPERTY, being Nos. 3 and 4, West End Terrace, Bonham Road, situate at Victoria, in the Colony of Hongkong.

THE FOLLOWING ARE THE PARTICULARS:—ALL that PIECE or PARCEL OF GROUND situate at Victoria, in the Colony of Hongkong, and Registered at the Land Office as Section B of Inland Lot No. 689 containing in area 7,500 square feet and is held for the residue of the term of 999 years, commencing on the 28th day of June, 1861, created therein by a Crown lease of the said Inland Lot No. 689 dated the 28th day of October, 1861, together with the messuages or tenements and other erections and buildings thereon known as Nos. 3 and 4, West End Terrace, and which said piece or parcel of ground is held subject to the payment of \$38.08 the annual Crown Rent and to the observance and performance of the covenants and conditions contained in the said Crown Lease.

Monthly rental of No. 3 West End Terrace \$50 including taxes.  
Monthly rental of No. 4 West End Terrace \$50 including taxes.  
For further particulars and conditions of sale apply to  
MR. GEO. K. HALL BRUTTON,  
Solicitor for the Vendor,  
or to  
MR. GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 14th March, 1904. [372]

**BIG CURE**  
FOR  
**SKIN DISEASES**  
AND  
**WOMEN**  
BIG CURE is a non-poisonous remedy for any cutaneous disease and inflammation, irritation or ulceration of mucous membranes. Painful, it is guaranteed not to irritate. Prevents contagion.  
SOLD BY CHEMISTS.  
Obtainable on request.  
Manufactured by  
The Great Chemical Co.  
CHICAGO, U.S.A.

## Intimations.

## WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

**WAMPOL'S PREPARATION** is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is recommended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hymenophyllites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

## THE ROBINSON PIANO CO. LTD.

HONGKONG, SHANGHAI, SINGAPORE.

## CABIN PIANOS AND BABY ORGANS

GUARANTEED FOR CLIMATE.

## THE NEWEST RAG TIME MUSIC and BOOKS.

## VICTOR TALKING MACHINES

## REPRODUCTION OF THE HUMAN VOICE

## SHIPS PIANO PLAYERS \$450

## CASH or CREDIT

Hongkong, 6th January, 1904. [39]

## LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

**EASTMAN'S KODAKS AND FILMS.**  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.  
40, QUEEN'S ROAD, Watson's Building.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.  
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Caftans, Dresses, and all kinds of Embroidery. Materials can be supplied, if required.  
The Superiors will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.  
Hongkong, 22nd April, 1902.

## Intimations.

THE "UP-TO-DATE SHORTHAND" has reached Hongkong, where a Permanent Studio has been opened at WATKINS BUILDINGS, near G. P. O., Queen's Road Central, Hongkong.

1ST LESSON write any Word.  
4TH LESSON write 40 Words a Minute.  
11TH LESSON write 120 Words a Minute.  
21 LESSONS to Completion of Full Course.  
TERMS: \$50, or by Instalments. No BOOKS TO BUY, or other Payments to make.  
May be learned in One Month; the very Dullest in 12 Weeks.

OUR ANSWERS TO QUESTIONS  
"OFTEN ASKED ON THE 'UP-TO-DATE SHORTHAND'"  
Can it be learned as well by post as at your Studio? ... YES.  
Can a person of ordinary intellect master it in six weeks? ... YES.  
The full course to completion and fast writing in six weeks? ... YES.  
Do you examine us on each lesson? Personally or by post? ... YES.  
Is it easy to learn and to read? ... YES.  
Is it accepted by Government Offices the world over? ... YES.  
Do you give a certificate of competency on completion? ... YES.  
Do you supply a lesson book to each pupil and show the date each lesson is given? ... YES.  
Then this is proof of the pupils' progress; and before receiving the 12th lesson I must write 120 words a minute? ... YES.  
Shall I be competent to write a shorthand letter and make notes? ... YES.  
At the third lesson within one week? ... YES.  
The pupils take as long as they like between the lessons; they master one and then come (or send if a Postal Pupil) for the next.  
It is not a School or a Class, you come for 10 minutes at any time you like between 9 A.M. and 6 P.M. take your lesson and return when you have learned it.

PRINCIPAL: WARWICK PEELE, (late Special Reporter, British Houses Lords, Commons and High Courts).  
Hongkong, 4th March, 1904. [298]

## THE TRYPOGRAPH DUPLICATOR (ZUCCATO'S PATENT)

NEW MODEL with IMPROVED SLATE RED PRINTING SURFACE.  
5,000 Copies direct from original in BLACK or any other Colours.  
Largely used in H.M. Government Offices.

WILL STAND ANY CLIMATE.  
ORIGINAL, BEST, CHEAPEST, AND MOST RELIABLE COPYING APPARATUS.  
For full particulars, Price Lists, Samples of Rubber Stamps, &c., &c.  
Apply to  
JACK E. ELLIS,  
17A, Queen's Road Central, 1st Floor.  
Sole Agent for E. M. RICHFORD in China.  
Hongkong, 27th February, 1904. [214]

## THE CHINA &amp; JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

## HONGKONG EXCHANGE.

OPEN DAY AND NIGHT

## SUBSCRIPTIONS

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

## ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

## ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, A.M. INST. C.E., Manager

Hongkong, 2nd April, 1903. [61]

## Intimations.

THE AMERICAN SYSTEM OF DENTISTRY.  
DR. M. H. CHAUN, 27, DES VŒUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.  
Hogkong, 2nd January, 1904. [53]

DENTISTRY.  
SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST,  
No. 26, Connaught Road Central.  
Hogkong, 9th February, 1903. [57]

## TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary, 50, Queen's Road, Central.  
Hongkong, 5th January, 1904. [5]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1904. [52]

## Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 16th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 14th March, 1904. [369]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SIMLA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Mongolia*, *Syria* and *Persia*.

From Calcutta, ex S.S. *Candia*.  
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.  
Hongkong, 11th March, 1904. [4]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALACCA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.  
Hongkong, 10th March, 1904. [14]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godown No. 50, Kennedy Town, Praya, and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent.

All Claims must be sent in to me on or before the 21st instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN, Agent.  
Hongkong, 11th March, 1904. [11]

## Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 22nd March, 1904, at 1 P.M., the Company's Steamship "SYDNEY," Captain Blanc, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 21st March, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, 9th March, 1904. [9]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 26th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.  
Hongkong, 14th March, 1904. [14]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1904

*Victoria* 3,502 J. Truebridge... Mar. 16

*Tremont* 9,506 T. W. Garlick... Mar. 25

*Olympic* 2,837 A. Dixon... April 27

*Lynx* 4,417 G. V. Williams... May 4

*Tacoma* 2,812 M. Ridley... May 13

*Shawmut* 9,606 W. M. Smith... May 21

† Cargo only. Steamers marked (\*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DOD



## Intimations.



A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

OUR SHERRIES

ARE

GUARANTEED

PURE  
XERES  
WINES.

SPECIALLY SELECTED FROM THE  
FINEST VINTAGES.

PRICES —

B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	\$12.00
C. MANZANILLA, PALE NA- TURAL SHERRY, White Capsule	13.50
CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule	16.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	18.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule	27.00

A. S. WATSON & CO.,  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong, 5th March, 1904.

TELEPHONE NO. 256.

A. S. C. CODE, 4TH EDITION

ESTABLISHED 1859

A CHEE & CO.,  
祥利廣  
17, QUEEN'S ROAD.

FURNITURE  
DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM

FURNITURE

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT,

DEVELOPING AND PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND  
CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. S. C. CODE, 4th Edition.

A. C. Code.

London's Standard Code

TELEPHONE, 232.

Hongkong, 20th March, 1904.

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

NOTICE  
All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, 166 Howe Road,  
and should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$12 per annum.

The rates per quarter and per month, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue to any part of  
the world is 30 cents per quarter.

Sin. 1. Copies Daily, ten cents; Weekly, twenty-  
five cents.

## MARRIAGE.

On the 9th of March, at the German Con-  
sulate Shanghai, by Acting Consul-General  
RUSSE, and subsequently at the German  
Church, by Pastor BOHE, PAUL STAVE, of  
Hamburg, to VICTORIA, daughter of the late  
GEORGE CLARKE, of Shanghai.

## DEATH.

At No. 1 Foonan Road, Shanghai, MABEL  
BEATRICE HALL, aged 14 months and 10 days,  
from pneumonia.

## The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 15, 1904

## THE SOUL OF A NATION.

Such Europeans as possess an intimate  
knowledge of the soul of the Japanese peo-  
ple, a just appreciation of which is to be  
gained only by a careful study of their his-  
tory and characteristics, or by a prolonged  
residence in their country, must be sadly  
disappointed at the flagrant inaccuracies con-  
tained in the descriptions supplied to  
Western journals by special representatives,  
sent out to chronicle the phases of the pre-  
sent struggle. Of the ability of these corre-  
spondents there can be no doubt; indeed,  
several of them are veterans of the Press,  
having rubbed shoulders with half the races  
of the earth, and assisted at most of the world's  
dramas that have occurred during the past  
quarter of a century. Yet, from their letters  
published in the home papers, it is evident  
that few, probably none of them, have suc-  
ceeded in forming a just appreciation of the  
character of the nation they are writing about.  
Neither is there any cause for wonder at this  
result; that is, to those who have any real ex-  
perience of the inmost workings of the soul of  
the Japanese people, it is as absurd to try and  
form an opinion of their national character from  
the conduct of the people in Nagasaki, Yokohama,  
Tokio or any of the cosmopolitan centres, as it  
would be to gauge the national spirit of the  
British nation by the words and actions of  
Sunday Hyde Park orators and their listeners.  
To appreciate the character of any race a  
lengthy and careful study is required, and with  
regard to the Japanese, the last forty years of  
their history has made such a work a particu-  
larly difficult task, to such as arrive amongst  
them with little or no previous knowledge  
of their nationalism. To the casual observer  
it would seem that the Japanese, besides  
adopting all our modern appliances and meth-  
ods in war or commerce, have also accepted  
our Western ideas in education, morals and  
social customs. Consequently, correspond-  
ents are judging them according to our  
own standards, and are judging them wrongly.  
The Japanese of to-day are, apart from the  
skill they have acquired in the use of our  
weapons in warfare, our methods in com-  
merce, and a veneer of Western civilization  
to enable them to transact business with the  
European, the same brave and dignified  
race that existed under the Shoguns. Though  
the *Samurai* of to-day wears a frock-coat, his  
heart is as brave and his honour as dear to him  
as were those of his ancestor, who carried  
two swords in his *obi*. No more positive  
proofs of this *eternal* nature of the race can  
be found than in the description of inci-  
dents which have occurred during the  
recent combats before Port Arthur. Writing  
of the first attack on this stronghold  
and the action at Chemulpo, a Tokio journal  
states:—With the exception of H. I. H. Prince  
Arisugawa, who is an adviser to the Crown  
Prince and a member of the Naval Council,  
all the Imperial Princes are now serving  
with the fleet, and three of them have taken  
an active part in the recent fighting. H. I. H.  
Prince Higashifushimi is in command of the  
*Chitose*, and the Princes Kacho and Yama-  
shima are lieutenants on the *Mikasa* and  
*Yakumo*, respectively. All of these princes  
distinguished themselves by their gay daring  
and eagerness to be in the most dangerous  
post during the combats at Port Arthur and  
Chemulpo. That the spirit of old-time  
valour and stoicism is common to all ranks  
is evident from the two following incidents:  
—During the first attack on Port Arthur a  
sailor on the *Hatsuse* had his hand cut off  
by the fragment of a bursting shell. Picking  
up the severed member he went up to the  
ship's surgeon, who was busy tending to the  
other wounded, and asked that officer:—

"Doctor, can you not do something to this for-  
me, for I want to fight again?" When  
Admiral Togo asked the fleet for volunteers  
to man the five tramp steamers, destined to  
block the entrance of Port Arthur, more  
than 2000 applications were received. The  
direction of the flotilla was entrusted to  
Captain Arima, flag-officer of the Com-  
mander-in-chief and seventy-six others were  
chosen. A petty officer, whose request to  
be one of the party had not been acceded to,  
renewed his application and wrote a petition  
in his own blood to Captain Arima and he  
was accepted as one of the crew. Grim courage  
of this sort has always been a trait of  
our own race, and it will not fail to find  
favour with our people, and such incidents  
tend to prove that, though he fights with  
modern weapons, the Japanese warrior is the  
same fearless hero that, a century ago, wielded  
in the service of his over-lord, the keen  
two-handed sword. A nation that can still  
conserve intact its race characteristics after  
adopting the practical benefits of our civiliza-  
tion is a strong nation indeed. Let us  
trust that, should we have to struggle for  
our existence as a nation, we shall still  
have our Shaws and Burnabys; for this war  
is proving conclusively that though modern  
weapons have changed past tactics, success  
mainly depends on the daring and self-  
abnegation of the combatant.

## LOCAL AND GENERAL.

It is expected that Prince Arisugawa will be  
appointed Imperial representative at the St.  
Louis Exhibition.

The Emperor of Korea is said to have  
deposited with the French Legation the sum  
of ¥600,000 for safety.

The Directors of the Shanghai and Hongkong  
Wharf Company, Limited, propose to recom-  
mend the payment of a final dividend for 1903  
of tael 6 per share.

The *Pioneer* hears, on good authority, from  
home, that the visit of His Royal Highness the  
Prince of Wales to India has been postponed  
until the cold weather of 1905-06.

MAJOR Inagaki and other Japanese officers  
attended at a *levee*, held at Buckingham Palace  
on the 29th ultimo, in order to take leave of  
H.M. The King prior to leaving for Japan.

DURING the week ended Saturday last the  
number of cases of communicable diseases  
notified was as follows: plague, 2 (all Chinese);  
enteric fever, 2 (European), one imported.

THE Hon John Barrer, former United States  
minister to Siam, has been appointed United  
States minister to the Republic of Panama in  
the place of Mr. Buchanan, nominated to the  
post over a month ago.

At a directors' meeting of the Shanghai Tug  
and Lighter Co., Ltd., held on the 10th inst., it  
was recommended to pay a dividend of 5 per  
cent. on ordinary shares for the half year end-  
ing 31st December last, and 3 1/2 per cent on  
preference shares for the same period.

THE following is the return of visitors to the  
City Hall Library and Museum for the week  
ending 13th March, 1904:—

	Library	Museum
Non-Chinese	225	63
Chinese	71	2,182
Total	296	2,245

MR. C. W. Clarke, our local European photo-  
grapher, has forwarded us six very interesting  
views, taken at Chemulpo, during and after the  
recent naval combat there. Snap shots of the  
unfortunate *Varyag* before and after the engage-  
ment, and also of the blowing-up of the  
*Korietz* are among these pictures which will  
be of immense value to collectors of souvenirs  
of the present struggle.

THE *Mandjour*, it seems, is to be disarmed  
at last, and the Armstrong-built Chinese mo-  
tor-boat *Taitien*, under instructions of  
Viceroy Wei of Nanking, is to go alongside  
the *Mandjour* within the next day or so (says  
the *N. C. D. News* of 12th inst.) and receive  
the breech-blocks of the latter's big guns, her  
rifles, and other munitions of war, etc. This  
will satisfy the Japanese Government who, it  
is stated, place no restrictions as to the number  
of the crew who are to remain on board the  
*Mandjour* during the continuation of the  
present war so long as all her offensive  
weapons as well as certain portions of her  
propelling machinery are taken out of her.

THE str. *Changon*, which was in collision  
with the P. & O. S. *Balkarat* off Pheasant  
Point, Shan-hai, on the 5th inst. was towed up  
river on the 10th inst. and was lying at Old  
Dock Wharf during the day. To enable her to  
be towed up a large canvas mat was passed right  
underneath the vessel from port side to star-  
board. This prevented a full view of the  
damage below the waterline. The reports of  
the damage to the *Changon* have not been at  
all exaggerated; rather the contrary. From  
where the bow of the *Balkarat* struck, amid-  
ships starboard, right away to the stern the  
*Changon's* side has been shaved clean away,  
leaving bunkers, engine room, galleys, etc.,  
quite exposed to view. A photograph of the  
vessel presents a picture very similar to the  
sectional pictures of steamers sometimes  
exhibited in shipping offices. The *Changon*  
was docked at the Old Dock—*N. C. D. News*.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

THE CHINESE CURRENCY  
QUESTION.

Professor Jeremiah W. Jenks, Commissioner  
on International Exchange of the United States,  
was received in Audience at Peking on the  
23rd ult. at the request of President Roosevelt.  
His Majesty the Emperor showed considerable  
interest in the scheme, and he said that it was  
his earnest desire that China should secure a  
good, stable uniform currency, and wished the  
Professor success in the work. A brief plan of  
the proposed system is as follows:

In the first place the Chinese Government is  
to take the necessary steps, provided such a  
course meet with the approval of a majority of  
the Indemnity Powers, to establish a general  
monetary system of silver coins, but with a  
definite gold value, China to employ foreign  
assistance and advice in the management and  
operation of the said system. China is to  
appoint a foreign Controller of the Currency,  
who shall have general charge of the system,  
and associates of the Mint or of such other  
work as the Controller may prescribe.

The duties of the Controller of the Currency  
will be to supervise the workings of the system,  
and to make monthly reports touching the con-  
dition of the currency, amounts in circulation,  
loans, etc. His accounts are to be opened to  
the inspection of the Powers having indemnity  
claims against China, provided that the Chi-  
nese Government considers such a provision  
necessary to secure confidence in the system.

The Chinese Government is to adopt a unit  
of value; said unit to consist of a certain num-  
ber of grains of gold, and to be worth approxi-  
mately the gold value of a tael, or a little more  
than a Mexican dollar, with the free coinage  
of suitable pieces, multiples of the unit 5, 10, etc.,  
and a demand for a reasonable change charge,  
eventually some to be coined on account of the  
Government.

China is to coin as rapidly as possible silver  
coins, with a suitable device, about the size of  
a Mexican dollar, for general circulation  
throughout the Empire. These are to be  
maintained at par with the standard gold unit  
at a ratio of about 32 to 1. Subsidiary coins,  
silver, nickel, and copper of suitable weight  
and value to be provided. These coins, both  
gold and silver, are to be received in the pay-  
ment of obligations by the several provinces to  
the Government. Previous debts, however, to  
be paid as contracted.

For the maintenance of the parity of the  
silver coins the Chinese to open credit accounts  
in London and other leading commercial  
centres, against which it may draw gold  
bills at a fixed rate, somewhat above the  
usual banking rates, viz., if the usual banking  
rate at London under the system were about 1  
of the new coins for 25, the Government might  
sell it at the rate of 1 to 25 for 25. Such drafts  
to be made only under the direction of the  
Controller of the Currency, but to be made on  
demand for all depositors of the new silver  
coins in sums of not less than, say, 1000 taels.

In the event where it would be necessary to  
make loans for the establishment of a general  
monetary system, with adequate exchange  
fund, such loans to be secured by sources of  
revenue sufficient to yield an amount which  
will provide for the needed interest and sink-  
ing funds. Such revenues to be managed in a  
way satisfactory to the parties interested. Pro-  
fits from coinage to be kept as a separate fund.  
Whenever 500,000 taels worth shall have been  
accumulated, the sum to be placed in the nature  
of a gold deposit with the several foreign  
depositories in proportion to drafts made upon  
them. This process to be continued until a  
certain amount shall be in the gold fund on  
deposit.

For replenishing the gold fund owing to its  
having been reduced by drafts the Controller to  
draw silver drafts 5 down by the foreign agents  
of the Treasury in exchange for gold, at rates  
fixed by the Controller.

Bank notes kept at par with the legal tender  
currency may be issued by an Imperial Bank,  
or by other responsible banks under the super-  
vision of the Controller.

The new currency to be introduced into the  
various provinces as rapidly as practicable, the  
Controller to make use of the local governments,  
banks, business houses and such other agencies  
as may be best suited to the purpose.

Within five years the new system to be intro-  
duced at all the Treaty ports, and as far as pos-  
sible elsewhere, and all customs duties to be  
collected in the terms of the new currency.  
Local taxes to be collected in the new currency  
as fast as it can be introduced in the provinces,  
and provision made for keeping the tax account  
under the new system. The new system to  
be put into effect when a certain number of the  
coins, to be decided later, is ready for circulation.

The Controller and representatives of the  
Powers to be authorized to recommend eco-  
nomic reforms in China.

Professor Jenks will leave shortly via the  
Peking-Hankow Railway, and overland, for  
Hankow.—*Shanghai Mercury*

THE PROCEEDINGS AGAINST  
THE EDITOR OF THE  
"CHINA TIMES."

We extract the following from the *China  
Times* of the 9th instant:—

The following subpoena was served on  
Thursday, 25th February, upon Mr. John  
Cowan, editor of the *China Times*, at the office  
of this journal:—

In His Britannic Majesty's Court at Tientsin,  
Thursday, the 25th day of February, 1904.

To John Cowan.—

You have this day been charged (on oath)  
before this Court, for that you the General  
Manager and Publisher of the *China Times* by  
the publication in an article in the issue of the  
24th February 1904 of the paragraph beginning  
with the words "the sole point" down to the  
word "beasts" have committed an act likely to  
produce or excite to a breach of the public  
peace, a breach in view of the presence of  
troops of various nationalities in Tientsin.

Therefore you are commanded, in His  
Majesty's name, to appear before this Court  
on Monday the 29th day of February at 10.30  
o'clock in the forenoon to answer to the said  
charge, and to be further dealt with according  
to the law, in accordance with Section 66 of  
the China and Japan Order-in-Council of 1865.

L. C. HOPKINS,  
Consul-General and Judge.

The passage in question in our issue of the  
24th ult. was as follows:—

"The sole point to which it seems necessary  
to direct attention is the suggestion that the  
men and women on board the *S. S. Wai-wo*  
were deservedly ill-treated because the men  
were spies and the women something worse.  
No explanation has been given by the Russian  
authorities of brutal behaviour extended toward  
these refugees, and the present apology seems  
scarcely less scandalous than the ill-treatment  
itself. If the men were accused of being spies  
they should have been tried by a properly con-  
stituted court, not knocked about by brutes in  
uniform, and even if found guilty and impris-  
oned, a civilised gaoler would have provided that  
they received food and drink. The barbarism  
and brutality for which Siberia is notorious  
throughout the civilised world is illustrated at  
the first outbreak of war. It stands in grim  
contrast, as we have pointed out, to the humane  
treatment accorded by the Japanese to the

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

Russian survivors at Chemulpo. The unwar-  
ranted aspersions on the character of the Japa-  
nese women are scarcely worthy of notice.  
Port Arthur, it is true, stinks with infamy; so  
much to the credit of the Russian officers who  
slept in it. It is not the Japanese who have  
made it so. There is not a town or colony in Japan  
or in the Far East that can compare with the  
fortified ports of Eastern Russia for vice and  
filth of the worst description. Well may the  
*Times* speak of this war of civilisation, if not  
because it promises to end in the downfall of  
the Russian Sodom and Gomorrah, Port Arthur  
and Vladivostok. Among all this garbage of  
humanity, the Japanese are the race which have  
kept themselves clean. Yet even the lowest of  
women may not be denied food and drink by  
captors who have any instincts above those of  
beasts."

The section of the Orders-in-Council under  
which these proceedings were taken reads as  
follows:—

Order of her Majesty the Queen in Council  
for the government of her Majesty's subjects  
in China and Japan. (At the Court at Windsor,  
the 9th March, 1865.)

Section XIII.—Deportation.

106 (1) When it is shown on oath, to the  
satisfaction of any of her Majesty's Courts in  
China or in Japan, that there is reasonable  
ground to apprehend that any British subject  
in China or Japan is about to commit a breach  
of the public peace, or that he acts or con-  
duct of any British subject in China or in  
Japan are or is likely to produce or excite to a  
breach of the public peace, the Court, within  
the jurisdiction whereof he happens to be may  
cause him to be brought before it, and require  
him to give security, to the satisfaction of the  
Court, to keep the peace, or for his future good  
behaviour, as the case may require.

(2) Where any British subject is convicted,  
under this Order, of any crime or offence, the  
Court within the jurisdiction whereof he hap-  
pens to be may require him to give security to  
the satisfaction of the Court for his future good  
behaviour.

In either of the cases, if the person required  
to give security fails to do so, the Court may  
order that he be deported from China or Japan  
to such place as the Court directs.

The defendant appeared as commanded at the  
Consulate-General on Monday last. The  
proceedings were held in Chambers. The  
defendant was ordered to give recognisances.  
He declined and declines to do so.

A deportation order was accordingly made  
on Wednesday.

THE CHINESE INSURANCE  
CO., LD.

(IN LIQUIDATION.)

Following is the report for presentation to  
the shareholders at a general meeting to be  
held at the office of the Hon. C. P. Chater, Kt.,  
C.M.G., Victoria Buildings, Queen's Road, on  
Saturday, 26th inst., at 3 p.m.

The liquidator now begs to submit a state-  
ment of accounts to 31st December, 1903.

The undersigned was entrusted with the li-  
quidation of this company at a general meeting  
held on the 21st January, 1892, but it was not  
until September, 1894, that he felt himself  
justified to make the first repayment of capital  
at \$7.50 per share. A second return of capital  
at \$2.75 per share was declared in March, 1898;  
making a total of \$10.25 per share.

The company's shareholders to a great extent  
have been very slow, however, in coming forward  
to collect the amount due to them. Notwith-  
standing the greatest efforts made to induce  
shareholders to come forward, there still remains  
undivided the amount of \$810 as first repay-  
ment of capital on 108 shares, and \$363 as  
second repayment of capital on 132 shares.  
Owing to the great lapse of time this total of  
\$1,173 should now be disposed of.

In view of the very protracted delay in wind-  
ing up this company your liquidator considered  
it right to cease charging the remuneration  
allowed to him of \$300 per annum, since the  
beginning of 1897, which should meet with the  
approval of the shareholders.

On making the second repayment of capital  
in March, 1898, your liquidator calculated that  
this would absorb as nearly as possible the  
funds of the company, and the somewhat larger  
cash balance of \$444.62 now in hand is mainly  
due to a dividend received quite unexpectedly  
in August, 1900, from the estate of Messrs. De-  
gener & Co., in San Francisco.

The amount in hand, viz.:—  
Cash balance in current a/c. \$ 444.62  
Balance unclaimed on first  
repayment of capital..... 810.00  
Balance unclaimed on second  
repayment of capital..... 363.00

Total.....\$1,617.62

should now finally be disposed of and the  
affairs of this company definitely be brought to  
a close, since after more than 12 years' liquida-  
tion your liquidator now intends to leave the  
East.

Hongkong, 10th March, 1904.

J. GOOSMANN,  
Liquidator.

PROFIT AND LOSS ACCOUNT  
per 31st December, 1903.

Loss on 1 Japanese bond.....\$ 423.12  
Loss paid per British barque *Kitty*..... 49.73  
Claim per pemport settled with..... 1,578.57  
Charges..... 2,762.71

Total.....\$ 4,814.13

Final dividend estate Degener & Co.,

San Francisco.....\$ 322.26

Unclaimed dividends..... 322.26

Interest account..... 3,174.84

Account receivable..... 10.50

Furniture..... 53.00

Balance..... 1,157.53

Total.....\$ 4,814.13

FIRST REPAYMENT OF CAPITAL  
per 31st December, 1903.

Amount paid into Hongkong and

Shanghai Banking Corporation

being first repayment of capital on

1,500 shares @ \$7.50 per share.....\$11,250.00

Amount paid through Hongkong and

Shanghai Banking Corporation on

1,392 shares @ \$7.50 per share.....\$10,







## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON, THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	On 22nd March.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th March.
GLASGOW and LIVERPOOL	"OOPACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"GLAUCUS"	On 17th March.
LONDON & ANTWERP	"AJAX"	On 19th March.
LONDON & ANTWERP	"PAKLING"	On 29th March.
*GENOA, MARSEILLES & L'POOL	"MACHAON"	On 12th April.
LONDON & ANTWERP	"MADONEUS"	On 20th April.
	"TELEMACHUS"	On 26th April.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 24th March.

S.S. "TYDEUS" left Victoria, B.C., on 21st inst. for Japan and Hongkong.  
S.S. "PING SUEY" will leave Victoria, B.C., for Japan and Hongkong on 24th March.  
For Freight, apply toBUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th March, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"CHENAN"	16th March, at 4 p.m.
AMOI, MANILA, CEBU and ILOILO.	"SUNGKIANG"	19th " Noon.
KOBE	"CHINGTU"	21st " "
ILOILO	"WUOHANG"	22nd " 4 p.m.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	8th April.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 15th March, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 19th Mar., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 26th Mar., at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO.

GENERAL MANAGERS.

Hongkong, 12th March, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR  
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Mar. 24, 1904.
"INDRAVELLI"	4,899	R. P. Craven	April 24, "
"INDRAPURA"	4,899	J. T. Horne	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week  
Days, at 7:30 A.M. on Excursion Sundays,  
at 8:30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7:30 P.M.FARE.—(Week Days) 1st Class (including  
cabin and servant), \$5; Return Ticket, \$5;  
2nd Class, \$3; 3rd Class, 50 cents.On Excursion Sundays, 1st and 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

## "YING KING,"

Captain Ramsey, of 1,088 tons, Registered, is  
the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.1st Class, \$3.00 for Single Journey.  
2nd " 1.50 " " "  
Meals 1.00 each.The steamer's wharf is at the Western end  
of Wing Lok Street.YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.

Hongkong, 9th March, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

I. TREVoux &amp; CO.

HONGKONG-CANTON NIGHTLY  
SERVICE.

THE Commodious Steamer

## "PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton  
at 9 P.M. on SUNDAYS, TUESDAYS and  
THURSDAYS, returning to Hongkong the  
following days, leaving Canton at 5 P.M., taking  
Passengers and Cargo as usual and will shortly  
be followed by the Steamer "CHARLES  
HARDOUN." These Two Magnificent and Up-to-Date  
Steamers, are lighted with Electricity.The Saloon is under European Supervision.  
First Class European ..... \$8.00  
Second Class European ..... 3.00  
First Class Chinese ..... 1.50  
Second Class Chinese ..... .80  
Deck ..... 30The Company's Wharf is at the end of Queen  
Street, Praya West.For further Particulars, apply to  
I. LANDOLT, Agent,  
THE PHARMACY, Queen's Road Central,  
Hongkong, 6th February, 1904.

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## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain  
"KWONG CHOW" 1,309 J. P. MARTIN.  
"KWONG TUNG" 1,238 H. W. WALKER.Leave Hongkong for Canton at 8:30 Every  
Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey ..... \$4  
Meals ..... (Each) 1The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904.FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

## "ARRATOON APCAR,"

Captain E. Fey, will be despatched for the  
above Ports, TO-MORROW, the 16th instant  
at Noon, instead of as previously advertised.For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED  
Agents.

Hongkong, 15th March, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR MANILA.  
THE Company's Steamship

## "LOONGSANG,"

Captain G. S. Weigall, will be despatched as  
above on FRIDAY, the 19th instant, at 4 P.M.This Steamer has Superior Accommodation  
for First Class Passengers, and is fitted through-  
out with Electric Light, and carries a Doctor.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 14th March, 1904.

IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER LLOYD, BREMEN.STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO  
AND YOKOHAMA.

THE Imperial German Mail Steamship

## "HAMBURG,"

of the HAMBURG-AMERICA LINE,  
Capt. E. Burmeister, due here with the outward  
German Mail about FRIDAY, at 5 P.M., will  
leave for the above places about 12/24 hours  
after arrival.NORDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 14th March, 1904.

STEAMSHIP SERVICE TO NEW YORK  
VIA SUEZ CANAL.(With liberty to call at Philippine Ports.)  
THE Steamship

## "KENNEBEC,"

Captain Geo. R. Wallace, will be despatched as  
above on or about WEDNESDAY, the 23rd  
instant.For Freight or further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department.

Hongkong, 2nd March, 1904.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.(With Liberty to call at PHILIPPINE PORTS).  
PROPOSED SAILINGS FROM HONGKONG.  
1904. About  
"AFRIDI" ..... Early in April.  
For Freight and further information, apply  
to  
DODWELL & Co., LIMITED,  
Agents.

Hongkong, 3rd March, 1904.

## Announcements.

THE HONGKONG  
STUDIO,HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.PRICE VERY MODERATE.  
Hongkong, 15th September, 1903.MEE CHEUNG,  
PHOTOGRAPHER,TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.I am now in position, in his New and Com-  
modious Premises, to equip, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICE in  
the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
A specialty.

## For Sale.

## FOR SALE.

INCANDE-  
SCENT,  
Gasoline  
Lamps of all  
descriptions  
from the best  
makers.Incandescent  
Mantles,  
Chimneys,  
Globes, Sha-  
des, &c., for  
Gasoline and  
Gas Lamps  
at the most  
moderate  
prices.Lamps fixed  
up for Buyers  
free of charge.Naphtha of  
the best kind  
kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 17th November, 1903.

## HONGKONG AVERAGE MARKET

## PRICES.

Corrected 23rd February, 100 cts. per \$ Mex.

## BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa lb 17  
" Corned—Ham Ngau Yuk ..... 17  
" Roast—Shiu " ..... 17  
" Breast—Ngau Lam " ..... 13  
" Soup, Tong Yuk " ..... 13  
" Steak—Ngau Yuk Pa " ..... 17  
" " Serjion—Ngau Lau " ..... 26  
" Sausages—Ngau Yuk Chung " ..... 8  
" Tongue fresh—Ngau Li " ..... 45  
" " Corned—Ham Ngau Li " ..... 55  
" Head—Ngau Tau " ..... 5  
" Heart—Ngau Sum " ..... 9  
" Hump, Salt—Ngau Kin " ..... 13  
" Feet—Ngau Kerk " ..... 8  
" Kidneys—Ngau Yiu " ..... 16  
" Tail—Ngau Mei " ..... 16  
" Liver—Ngau Con " ..... 16  
" Tripe (undressed)—Ngau To " ..... 5  
" Calves' Head and Feet—Ngau-chai-  
tau-keok ..... set  
" Mutton Chop—Yeung Pak Kw ..... 24  
" Leg—Yeung Pei " ..... 24  
" Shoulder—Yeung Shau " ..... 20  
" Pigs' Chindings—Chi cheong " ..... 7  
" Brains—Chi Know " ..... 2  
" Feet—Chi Kerk " ..... 12  
" Fry—Chi Chak " ..... 12  
" Head—Chi Tau " ..... 12  
" Heart—Chi Sum " ..... 12  
" Kidneys—Chi Yiu " ..... 9  
" Liver—Chi Kon " ..... 24  
" Pork, Chop—Chi Pai Kwat " ..... 18  
" Corned—Ham Chu Yuk " ..... 18  
" Leg—Chu Pei " ..... 22  
" Fat or Lard—Chu Yau " ..... 18  
" Sheep's Head and Feet—Yeung Tau  
Keok ..... set  
" Heart—Yeung Sum " ..... 55  
" Kidneys—Yeung Yiu " ..... 9  
" Liver—Yeung Con " ..... 16  
" Sucking Pigs, To Order—Chu Chai " ..... 16  
" Suet, Beef—Sang Ngau Yau " ..... 17  
" Mutton—Sang Yeung Yau " ..... 20  
" Veal—Ngau Chai Yuk " ..... 18  
" Sausages—Ngau Chai Yuk Tong " ..... 15

## POULTRY.

Chicken—Kai Chai ..... 30  
" Capons, Large, Small—Sin Kai ..... 32  
" Ducks—Ap ..... 25  
" Doves—Pan Kau ..... 16  
" Eggs, Hen—Kai Tan ..... per doz.  
" Fowls, Canton—Kai ..... 35  
" Hainan—Hoi Nam Kai ..... 30  
" Geese—Ngai ..... 30  
" Geese, Wild Shanghai—Sheung Hoi Ye  
Ngo ..... pair \$1 55  
" Musk Deer—Wong Keng ..... each  
" Hare—Tu Chai ..... 55  
" Partridge—Che Khoo ..... 60  
" Pheasant—Shan Kai ..... pair 1.60  
" Pigeons, Canton—Pak Kup ..... each  
" Hoihow—Hoihow Pak Kup " ..... 35  
" Quail—Um-Ghun ..... 22  
" Rice Birds—Wo Fa Cheuk ..... dozen  
" Snipe—Sa Chul ..... each 25

## Turkeys, Cocks—Fo Kai Kung

Hen " Na ..... 60  
Wild Ducks, Shanghai, Sul-ap ..... pair \$1.35  
Teal, Shanghai, Sul Ap Chai ..... each  
Wild Ducks, Canton—Sang Shing Sul  
Apen ..... per pair 1.00

## FISH.

Barbel—Ka Yu ..... 13  
Bream—Bin Yu ..... 16  
Canton Fresh Water Fish—Hoi Sin Yu " 16  
Carp—Li Yu ..... 16  
Catfish—Chik Yu ..... 16  
Codfish—Mun Yu ..... 16  
Crabs—Hai ..... 16  
Cuttle Fish—Muk Yu ..... 16  
Dab—Sa Mang Yu ..... 16  
Dace—Wong Mei Lun ..... 16  
Dog Fish—Tui Tu Sa ..... 16  
Eels, Congor—Hoi Man Yu ..... 16  
" Fresh water—Tam Sui Yu ..... 16  
" Yellow—Wong Sin ..... 16  
Frogs—Tien Kai ..... 16  
Garoupa—Sek Pan ..... 16  
Gudgeon—Pak Kup Yu ..... 16  
Herrings—Tso Pak ..... 16  
Halibut—Cheung Kwan Yu ..... 16  
Labrus—Wong Fa Yu ..... 16  
Loach—Wu Yu ..... 16  
Lobsters—Lung Ha ..... 16  
Mackerel—Chi Yu ..... 16  
Monk Fish—Mon Yu ..... 16  
Mullet—Chai Yu ..... 16  
Oysters—Sang Hoo ..... 16  
Parrotfish—Kai Kung Yu ..... 16  
Perch—Tau Lun ..... 16  
Pike—Pan Yu ..... 16  
Pomfret, Black—Hak Chong ..... 16  
Pomfret, White—Pak Chong ..... 16  
Prawns—Ming Ha ..... 16  
Ray—Pei Pa ..... 16  
Rock Fish—Sek Kau Kung ..... 16  
Roach—Chun Yu ..... 16  
Salmon, (Cton), fresh water—Ma Yau  
Yu ..... 16  
Shark—Sa Yu ..... 16  
Skate—Ho Yu ..... 16  
Shrimps—Ha ..... 16  
Snappers—Lap Yu ..... 16  
Soles—Tat Sa Yu ..... 16  
Tench—Wan Yu ..... 16  
Turbot—Cho How Yu ..... 16  
Turtles, small, fresh water—Keok Yu ..... 16  
White Bait—Ngan Yu Chai ..... 16

## FRUITS.

Almond—Hung Yan ..... 20  
Apples, (California)—Kam San Ping  
Ko ..... 15  
" (Chefoo)—Tin Chun Ping, Ko ..... 15  
" Small—Hoi Tong ..... 15  
" Custard—Fan Lai Chi ..... each  
Bananas, fragrant, Canton—Sang Sheng  
Heung Chiu ..... 3  
" (brides), Macao—San Heung Chiu ..... 3  
Chesnuts, Chinese—Foong Lut ..... 8  
Carambola—Yeung Tou ..... 1  
Coconuts—Yeh Tsz ..... each  
Grapes—Sin Tai Tsz ..... 9  
Lemons, China—Ning Moong ..... 8  
" Amer.—Kum San Ning Moong ..... 6  
Lichees, Dried—Lai Chi Con ..... 15  
" Fresh, Lai Chi ..... 6  
Limes, (Saigon)—Sai Kung Ning  
Moong ..... each  
Mango, Manila—Lui Sung Mong ..... 1  
Mango, Saigon—Sai Kung Moong ..... 1  
Mangosteens, San Chuk Tsz ..... doz.  
Oranges, (Canton)—Sang Sheng Tim  
Chang ..... 1  
" Small—Tai Kut ..... 5  
" Mandarin—Tin Kut ..... 5  
Olives—Pak Lam ..... 10  
Pears, (American)—Kam San Shui Li ..... 7  
" (Canton), Cooking—Sai Li ..... 8  
" (Shanghai)—Sheung Hoi Li ..... 15  
Peanuts, Fa Sang ..... 10  
Persimmons Large, Hlung Chie ..... 1  
Pine-apples, 1st quality—Sheung Poon  
Ti Paw-law ..... each  
" 2nd and coc ing—Chung-ling  
Paw-law ..... 8  
Platams—Tai Chen ..... 3  
Plums, Swatow—Hung Lai ..... 3  
Pumelo, Siam—Chim Lo Yau ..... 10  
Walnuts, Hop Tou ..... 12  
" Green—Sang Hop Tuo ..... 8

## VEGETABLES, &amp;c.

Artichokes, Shanghai—S' eung Hoi Ah  
Chi Chai ..... 4  
Beans, (French) Macao—Oh Moon Pin  
Tau ..... 6  
Beans, (French), Shanghai—Sheung Hoi  
Pin Tau ..... 2  
Beans, Sprout—Ah Choi ..... 14  
Beans, Long—Tau Kok ..... 2  
Beet Root—Hung Chai Tau ..... each  
Brinjals, Green—Cheng Yuen Ker ..... 3  
Brinjals, Red—Hung Ker ..... 5  
Brassica—Pak Choy ..... 2  
Bamboo Shoots—Chook Shun ..... 2  
Cabbage, Chinese, com.—Kai Choy ..... 2  
Cabbage, Root—Kai Lan Tau ..... each  
Cabbage, (Shanghai)—Yeh Choi ..... 2  
Cane Shoots, bunch—Kau Shun ..... 2  
Cauliflower, Large size—Tai Yeh Choi  
Fa ..... each  
Cauliflower, Medium size—Cheung Yeh  
Choi-fa ..... each  
Castilflower, Small size—Sai Yeh Choi-fa  
Choi-fa ..... 12  
Carrots—Kam Shun ..... 5  
Celery, Chinese—Tong Kan Choy ..... 5  
Celery, English—Yeung Kan Choy ..... 8  
Celery, White—Pak Yeung Kan Choy ..... 6  
Chilies Dried—Con Lat Chiu ..... 16  
" Red—Hung Fa ..... 18  
" Green—Cheng Lat Chiu ..... 9  
Curry Stuff, English—Ka Lee Choi Liu  
Cumbers—Cheng Kwa ..... 10  
Ritter Squash—Fu Kwa ..... 10  
Garlic—Suen Tau ..... 5  
Ginger, young—Sun Tsz Keung ..... 5  
" old—Lo Keung ..... 5  
Horse Radish, Shanghai—Lik Kan ..... 18  
Indian Cudra, Suk Mai ..... piece  
Lettuce—Yeung Sang Choi ..... each  
Water Chesnuts—Ma Tai ..... 4  
" Mandarin—Kwai Lum Ma Tai ..... 4  
Mushrooms Fresh—Sang Cho Kho ..... 7  
Onions, Bombay—Yeung Chung Tau ..... 1  
" Green—Sang Chung ..... 3  
" Shai—Sheung Hoi Chung Tau ..... 5  
" Japan—Yat Poon ..... 10  
Okroes—Mo Ker ..... 10  
Parsley, English—Yeung Un Sai ..... 1  
Green Peas—Cheng Tau ..... 5  
Potatoes, Sweet—Fan Shu ..... 2  
" Shanghai—Sheung Hoi Shu  
Tsz ..... 2  
" Japan—Yat Poon Shu Tsz ..... 4  
" American—Fa Ki ..... 4  
" Foochow—Fuk Chau Shu Tsz ..... 4  
Macao—Oh Moon " ..... 4  
Pumpkin—Toong Kwa ..... 2  
Radish—Hung Lo Pak Tsz ..... dozen  
Shallots—Con Chung Tau ..... 4  
Spinage (Chinese)—Paw Choi ..... 2  
Spinage—Yin Choi ..... 3  
Tomatoes—Fan Ker ..... 3  
Taro—Wu Tau ..... 3  
Turnips, Fun-ti (Long)—Low Pak ..... 3  
" English—Yeung Low Pak ..... piece  
Vegetable Marrow—Chit Kwa ..... 5  
Waters Cresses—Sai Yeung Choi ..... 4  
" Lily Roots—Lin Ngau ..... 4  
Yams—Tai Shu ..... 4

## E. D. ROGERS,

Inspector in charge of Markets.

## HONGKONG METEOROLOGICAL

## SIGNALS.

## A NEW CODE.

We have received from the Hongkong  
Observatory a new code of meteorological  
signals which comes into force at Hongkong  
on New Year's Day. They are the same as  
those at present in use at Shanghai, and will  
be hoisted on the mast beside the time-ball a  
few vessels leaving the port. They do not neces-  
sarily imply that bad weather is expected. The  
signals are as follows:—A cone point upwards indicates a typhoon to  
the North of the Colony.A cone point upwards and drum below in-  
dicates a typhoon to the North-East of the  
Colony.A drum indicates a typhoon to the East of  
the Colony.A cone point downwards and drum below  
indicates a typhoon to the South-East of the  
Colony.A cone point downwards indicates a typhoon  
to the South of the Colony.A cone point downwards and ball below  
indicates a typhoon to the South-West of the  
Colony.A ball indicates a typhoon to the West of  
the Colony.A cone point upwards and ball below indicates  
a typhoon to the North-West of the Colony.Red Signals indicate that the centre is  
believed to be more than 300 miles away from  
the Colony.Black Signals indicate that the centre is  
believed to be less than 300 miles away from  
the Colony.The above signals will, as heretofore, be  
hoisted only when typhoons exist in such posi-  
tions or are moving in such directions that in-  
formation regarding them is considered to be of  
importance to the Colony or to shipping leav-  
ing the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad  
weather in the Colony and that the wind is  
expected to veer.Two lanterns hoisted horizontally indicate  
bad weather in the Colony and that the wind is  
expected to back.The signals are repeated on the flagstaff of  
the Godown Company at Kowloon, and also,  
by day only, at the Harbour Office and at H  
M's Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching  
typhoons by means of the Typhoon Gun placed  
at the foot of the mast, which is fired whenever  
a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—







# NOTICE.

**THE WEATHER WILL BE EXCEEDINGLY COLD** AFTER YOU PASS PORT SAID ON YOUR WAY HOME AND COLDER STILL SHOULD YOU GO VIA U. S. A. OR CANADA. YET YOU CANNOT AFFORD TO LOSE THE SPLENDOUR OF THE MEDITERRANEAN OR PACIFIC SEA BY NIGHT. THEREFORE A TRAVELLING RUG BECOMES A NECESSITY AND WM. POWELL, LTD., ARE PREPARED TO SUPPLY FINE SCOTCH RUGS FROM \$8.50 TO \$25.00. THESE WILL BE FOUND IN THEIR GENTLEMEN'S DEPARTMENT AT 28, QUEEN'S ROAD, WHERE THEY ALSO STOCK ALL OTHER TRAVELLING REQUISITES.

**BY THE WAY,** HAVE YOU HEARD THEY HAVE JUST RECEIVED 19 CASES OF NEW SPRING GOODS WHICH ARE NOW OPENED OUT, AND OTHER LARGER SHIPMENTS FOLLOW TO STOCK THEIR NEW PREMISES IN DES VCEUX ROAD WHICH WILL BE OPENED SHORTLY? ONE OF THE CHIEF FEATURES OF THE BUSINESS WILL BE THE GRAND WINDOW DISPLAY WHICH CANNOT FAIL TO ATTRACT THE ATTENTION OF EVERYONE IN THE COLONY.

**N.B.**—THE LADIES' DEPARTMENT IS AT PRESENT AT 34, QUEEN'S ROAD (UPSTAIRS).